



Fresno to Bakersfield High-Speed Train Project EIR/EIS

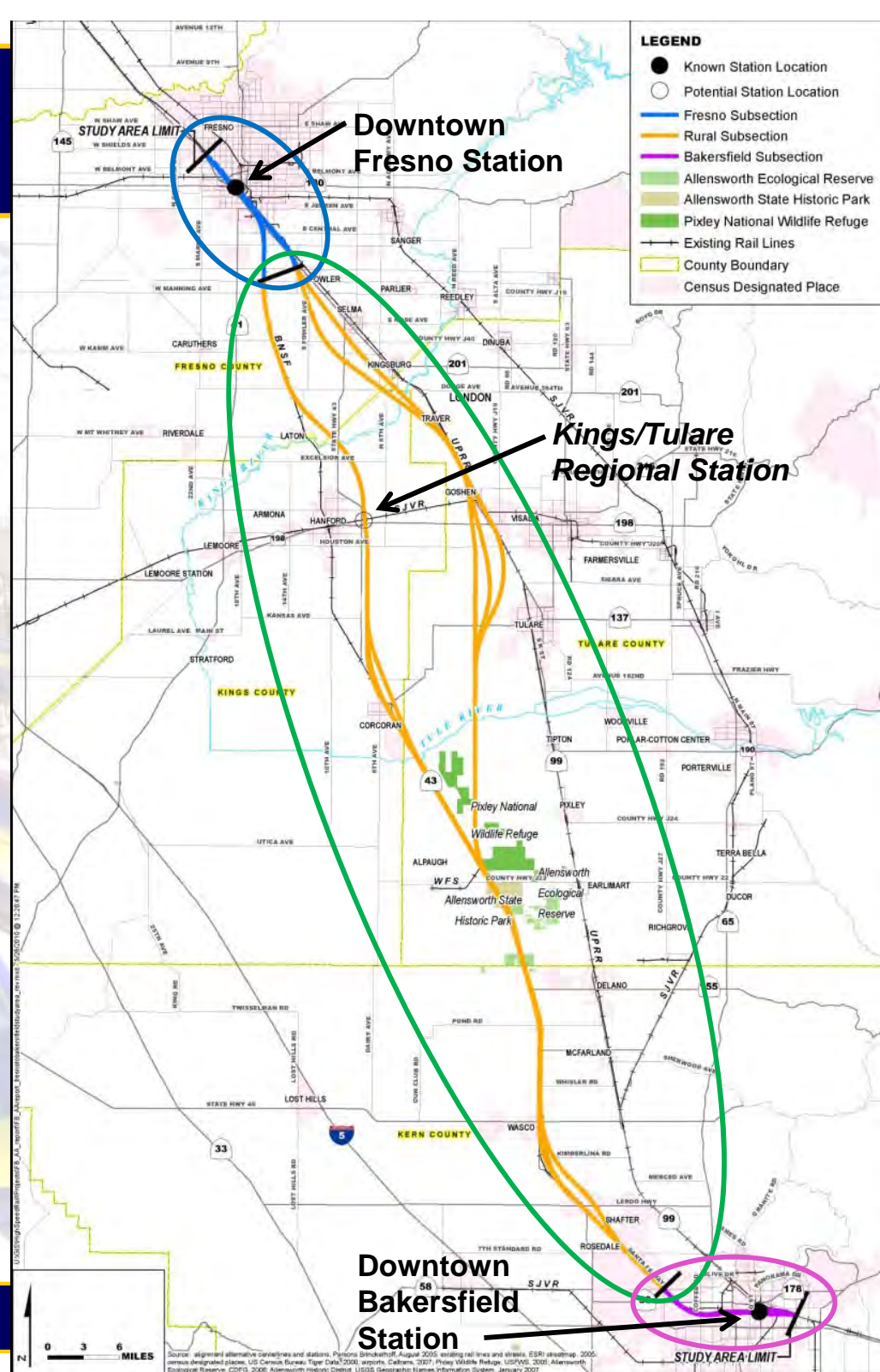
Preliminary Alternatives Analysis (AA) California High-Speed Rail Authority

**Update Report to the Board
July 8, 2010**



Section Description

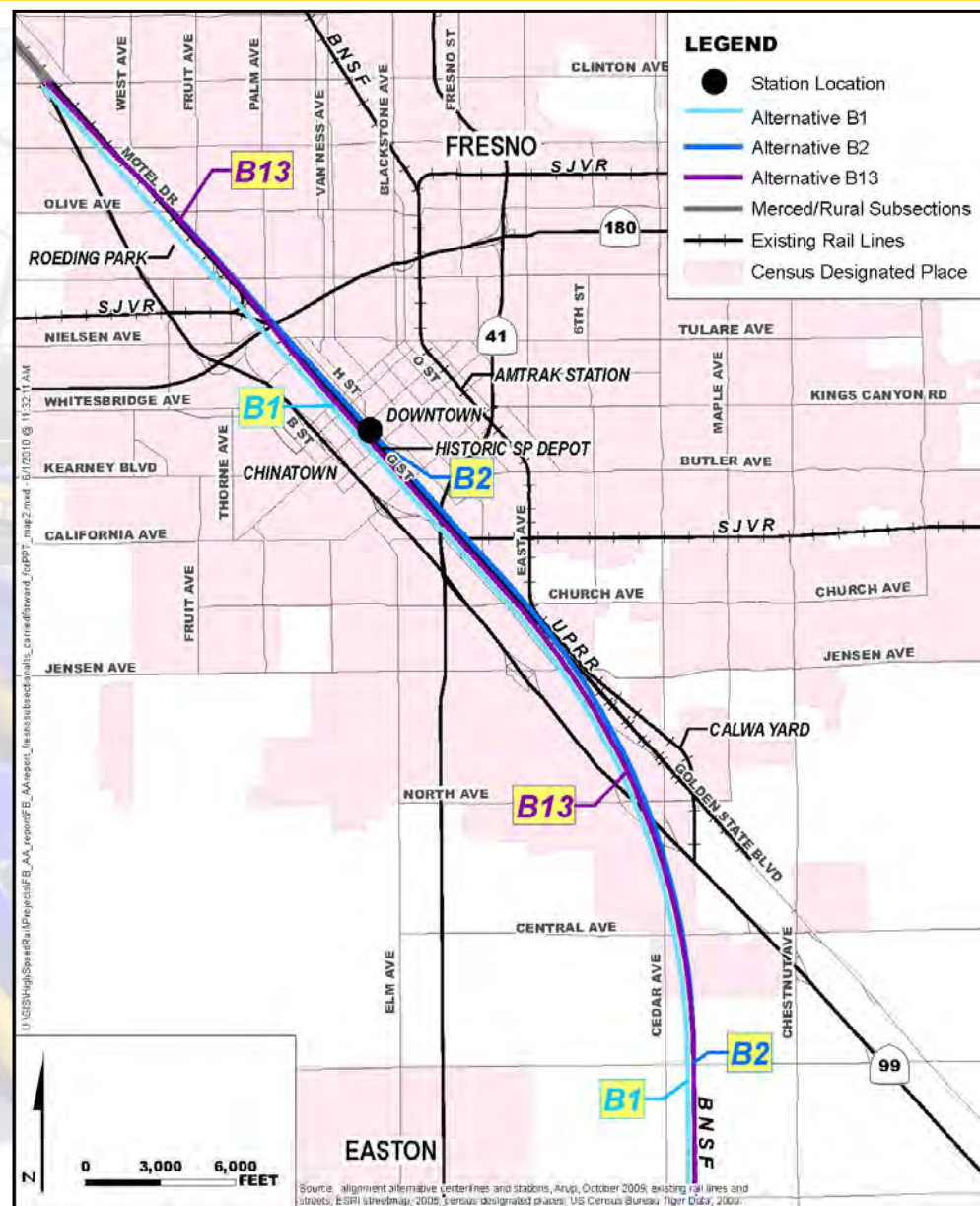
- Approximately 119 Miles
- Three Subsections
 - Fresno: 13.5 Miles
 - Rural: 93.8 Miles
 - Bakersfield: 12.0 Miles
- Three Stations
 - Downtown Fresno
 - Downtown Bakersfield
 - Potential Kings-Tulare Regional Station (near Hanford)





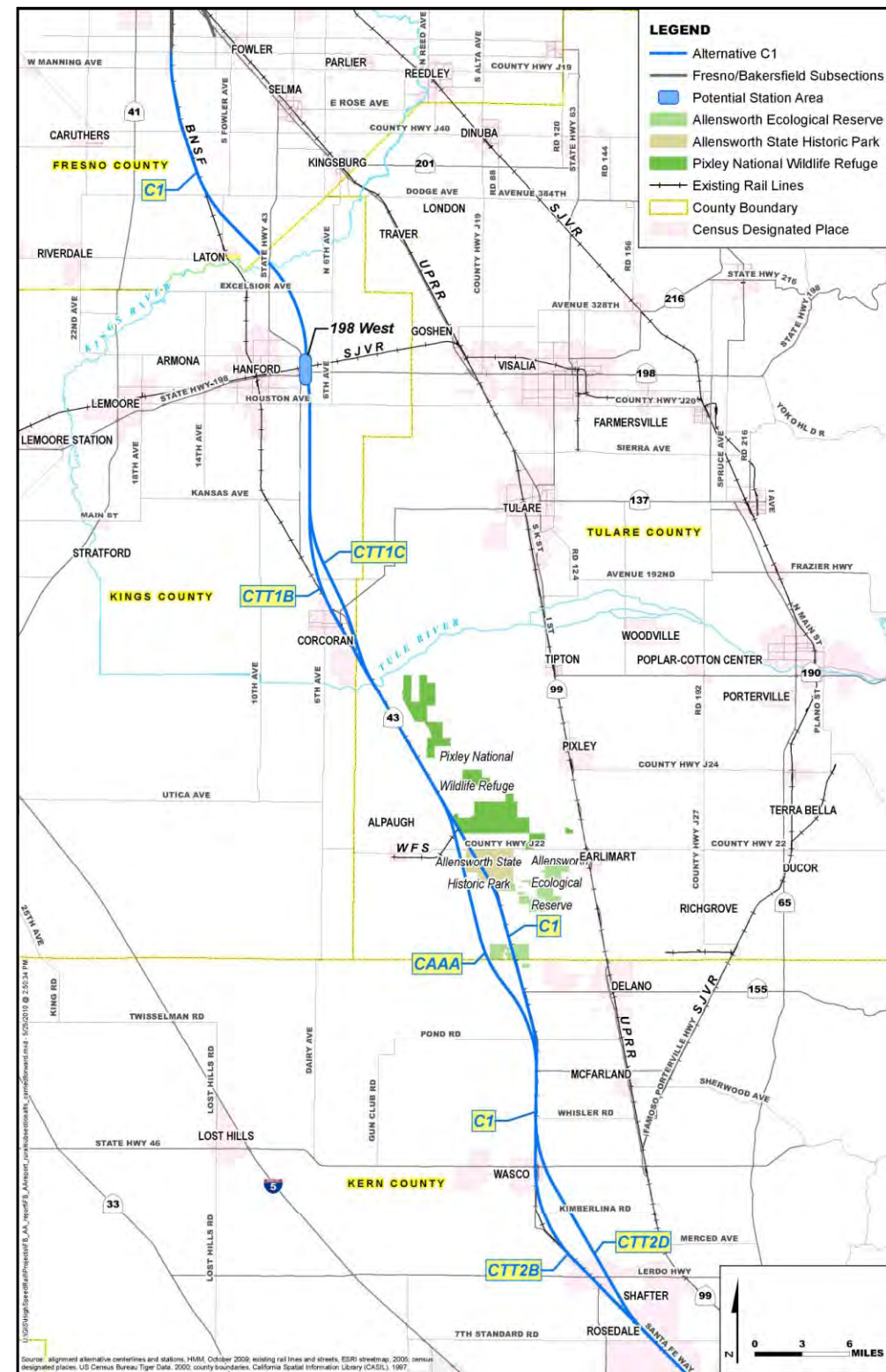
Fresno Subsection Alternatives Carried Forward

- **Three Alignment Alternatives**
 - B1, UPRR West
 - B2, UPRR East
 - B13, UPRR West/East Crossover
- **All Alternatives are:**
 - Elevated through Fresno
 - Adjacent to UPRR in Fresno
 - Leave Fresno south on BNSF
 - Provide a Downtown Station near Mariposa Street



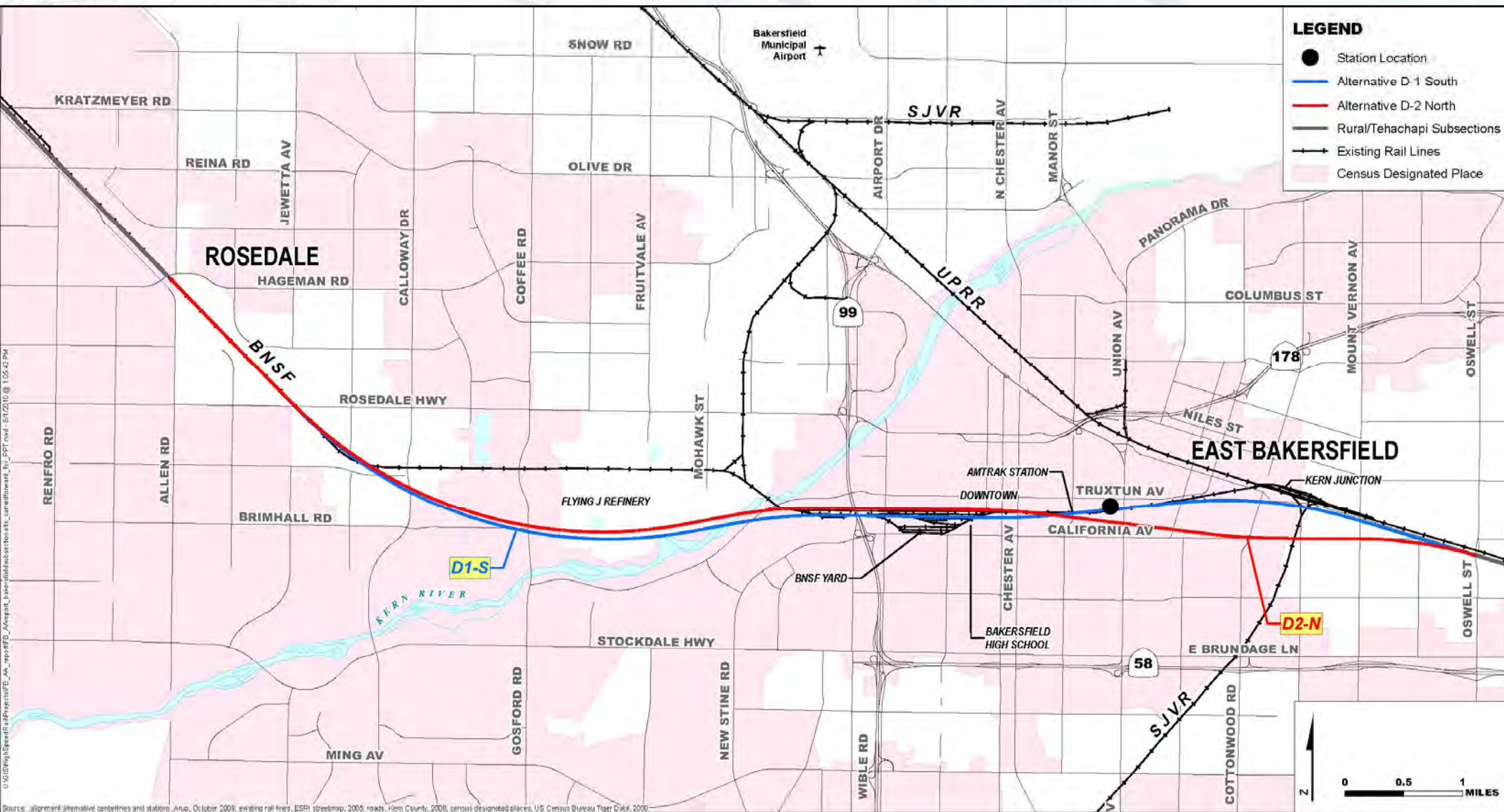
Rural Subsection Alts Carried Forward

- **C1 Full-Length**
 - Largely at grade and parallel to BNSF
 - Bypass east side of Hanford
- **Six Local Options**
 - Develop through Hanford Alignment
 - Elevated through Corcoran
 - Corcoran at-grade Bypass
 - Allensworth Avoidance
 - Elevated through Wasco and Shafter
 - Wasco and Shafter at-grade Bypass





Bakersfield Subsection Alternatives Carried Forward



Heavy Maintenance Facility Sites Submitted and Carried Forward

Fresno Works – South of Fresno

Kings County Econ Dev Corp – Hanford

Schuil & Associates – Angiola

- Insufficient size
- Near sensitive natural resources
- Limited access to utilities and workforce
- Poor soils

City of Allensworth Development Group – Allensworth

- Located near sensitive natural and cultural resources
- Most remote site, with limited access to utilities and workforce
- Not accessible from Allensworth Bypass alignment
- Located on curve making connection difficult
- Poor soils

Watson Touchstone Comm'l Development – McFarland

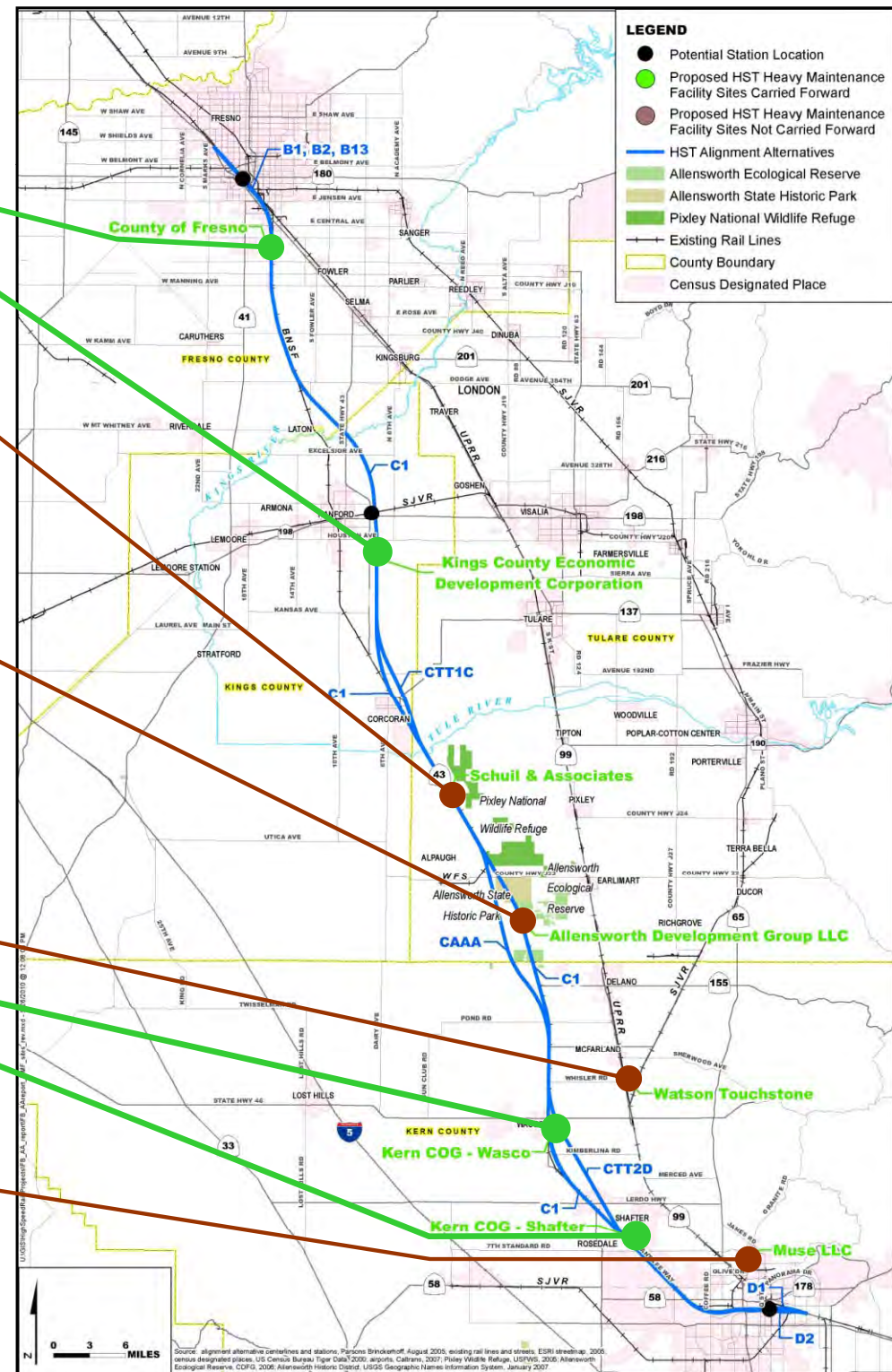
- Located 6.5 miles from nearest HST alignment alternative
- 65% of site is within 100-year floodplain

Kern Council of Governments – Wasco

Kern Council of Governments – Shafter

MUSE LLC – Bakersfield

- Located 6 miles from nearest HST alignment
- Insufficient size
- Inconsistent with current and planned land use
- Inconsistent with freeway plans





Next Steps

- **Continue to meet with Stakeholders and the Public**
- **Develop Hanford Through-Town Alignment**
- **Refine Alignments to better match transportation corridors**
- **Report to Board at a future meeting**
 - Brief summary of input received on AA Report
 - Either No Changes to AA Report or Changes to AA Report suggested (with Supplemental AA Report if needed)
- **Draft EIR/EIS – January 2011**
- **Final EIR/EIS – July 2011**